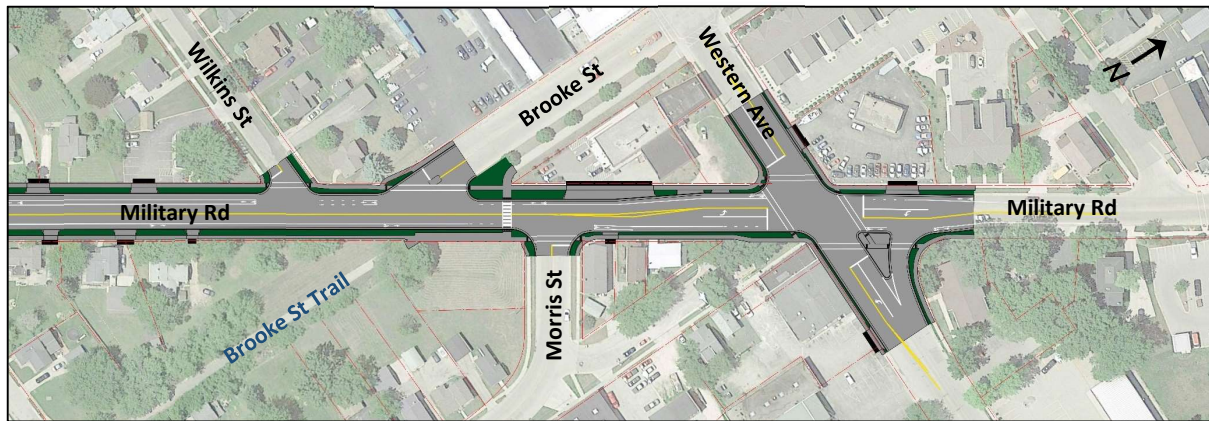
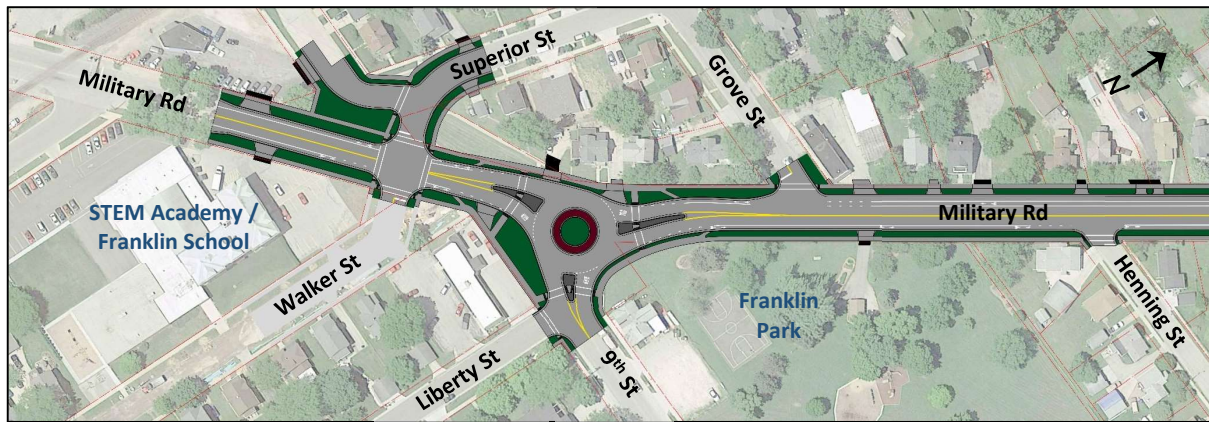


Military Road Reconstruction

Project ID 4986-00-24
City of Fond du Lac, Military Road
(Superior Street – Western Avenue)
Fond du Lac County



Public Involvement

May 2020

Purpose of the event

The city of Fond du Lac, in partnership with the Wisconsin Department of Transportation (WisDOT), is proposing a project to reconstruct Military Road from Superior Street to Western Avenue. MSA Professional Services, a consulting engineering firm retained by the city of Fond du Lac, is in the process of developing the plans for the project.

In the interest of protecting the health and safety of the community to prevent the spread of coronavirus (COVID-19), the city of Fond du Lac is hosting an online public involvement event to familiarize you with the details of the project, answer questions, and listen to your comments, concerns, or suggestions. This handout is a supplement to a narrated presentation available for viewing on the city's website at <https://www.fdl.wi.gov/engineering/construction-projects/>. Also included on the project website is an exhibit illustrating the proposed improvements (Exhibit A). Your input on the proposed improvements is appreciated and is an important aspect of this project as we progress through the design stages.

Project goals

The goal for this project is to address roadway deficiencies while enhancing multimodal accommodations and safety.

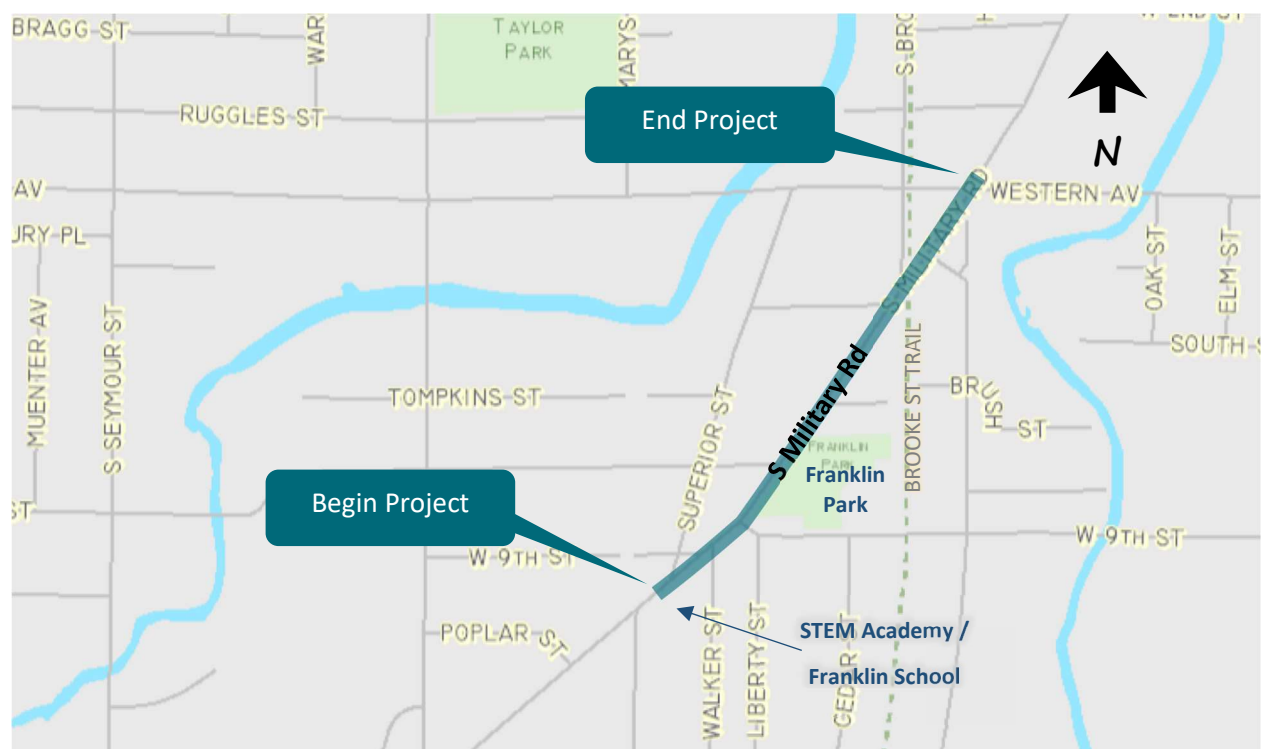


Figure 1. Project Location

Project information

The project limits are approximately 0.42 miles of Military Road from Superior Street to Western Avenue (see Figure 1). The existing concrete pavement is in poor condition; cracks in the pavement and patches from roadway repairs and utilities are prevalent throughout the corridor. Standard maintenance cannot economically maintain an acceptable ride quality indefinitely beyond the scheduled construction year.

Proposed action

The proposed project will consist of reconstructing Military Road within the project limits on a horizontal alignment and vertical profile similar to existing. Improvements will include new concrete pavement, curb and gutter, sidewalk, storm sewer, sanitary sewer, watermain, and street lighting.

Improvements to the existing signalized intersections at West 9th Street and at Western Avenue are also included in this project. A study was conducted at each intersection to evaluate the safety and operational needs of the intersections. Alternatives evaluated include improvements to the existing signalized intersections (such as adding or realigning turn lanes) and reconstructing the intersections as roundabouts. Currently, a roundabout is the preferred alternative at the West 9th Street intersection because a roundabout will encourage drivers to maintain slow speeds on the corridor, and will provide operational benefits during all hours of the day. The preferred alternative at the Western Avenue intersection is to maintain the existing traffic signals, but to improve the alignment of the turn lanes and visibility of the traffic signals. The alternatives can be viewed in the online presentation and in Exhibit A posted on the website.

Enhancing multimodal accommodations and safety of the corridor is also an important component of the project. With the nearby parks and multi-use trails, bicyclists and pedestrians frequent the area. To improve on-street bicycle accommodations, the project proposes adding dedicated bicycle lanes on both sides of the road. On-street parking will be retained on the west side of the street for much of the project limits. The proposed roadway typical section is shown in Figure 2. Improvements to pedestrian accommodations are also proposed with updated curb ramps and crossings, and the realignment of the Brooke Street Trail crossing to improve sight distance and reduce the crossing width. See the presentation and Exhibit A, posted on the website, for additional details and proposed enhancements.

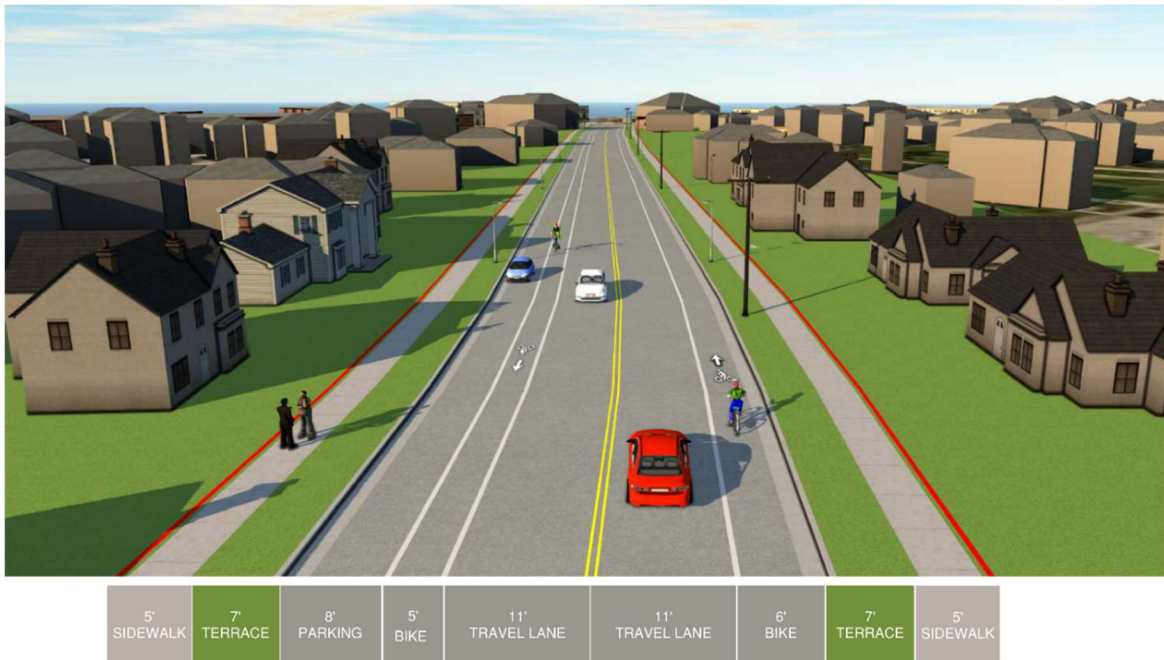


Figure 2. Proposed Roadway Typical Section

Environmental and historical studies

Based on coordination with the Wisconsin Department of Natural Resources (DNR), no known environmentally sensitive resources exist within the project limits.

Franklin School, located at the southern limits of the project, has been identified as a historic site. The project will replace the driveway to the school parking lot, but will not otherwise affect this historic site.

Franklin Park and the Brooke Street Trail have both been identified as Section 4(f) properties (ie. publicly owned park land). Additional coordination with FHWA will be required for any proposed impacts to these properties.

Proposed traffic impacts

Military Road will be closed to through traffic and pedestrians within the project limits for the duration of the project construction phase in 2022. Local access to commercial and residential properties on Military Road will be provided during that time. Access will also be maintained throughout construction for emergency and service vehicles.

A detour will be in place using South Hickory Street to Western Avenue, approximately 0.9 miles (see Figure 3). Construction of the intersection of Military Road and Western Avenue will be staged to keep one lane of traffic open in each direction on Western Avenue and Military Road north of the intersection. Military Road south of the intersection will remain closed. The intersection is proposed to operate under all-way stop sign control.

Construction is currently scheduled to begin in spring of 2022 and to be completed in the fall of 2022.

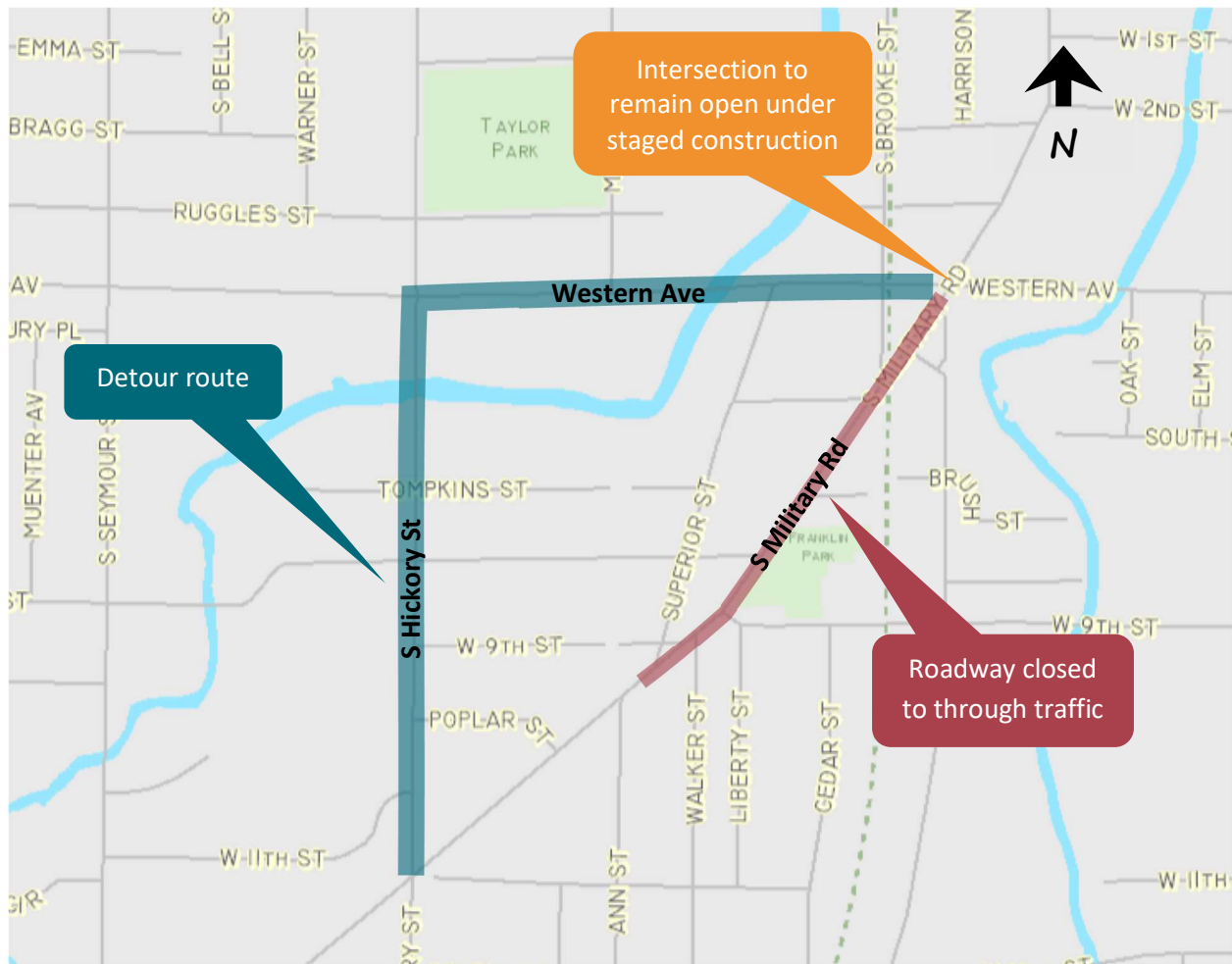


Figure 3. Military Road Reconstruction Detour Route

Real estate

Small temporary construction easements are anticipated throughout the corridor to allow for blending slopes behind sidewalks and at existing driveway locations, including at the Franklin School (a historic property).

Small areas of additional right of way will be required for sidewalk improvements at some of the intersections throughout the corridor. A small area of right of way will also be needed from Franklin Park (a Section 4(f) property) for the roundabout alternative at the West 9th Street intersection. A temporary easement will be required for the Brooke Street Trail improvements, also a Section 4(f) property. The city of Fond du Lac expects to begin real estate acquisition later this year, starting in the winter of 2020-2021.

Project schedule

Survey – Summer-Fall 2019
Public Involvement Event #1 – May 2020
Preliminary Design Plans completed – summer 2020
Public Involvement Event #2 – fall-winter 2020-2021
Real estate acquisition process begins – winter 2020-2021
Final Plans completed (PS&E) – November 1, 2021
Construction begins – spring 2022

Project update/next steps

The preliminary design and environmental review process will be completed in summer 2020. The real estate acquisition process is expected to begin winter 2020-2021. Final plans are expected to be completed by November 1, 2021 with construction starting spring 2022.

Public input/comments

We encourage you to provide comments on the proposed design. Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process. Any comments you have can be mailed using the enclosed comment form, or can be emailed to gklink@msa-ps.com. Please provide comments by June 5, 2020.

For more information, please contact:

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